SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 69, OPNAVINST 3750.6C

Aer-AV-233/56
18 OCT 1958

SIXTH ENDORSEMENT on CO, VMF-451 ADDENDUM to AAR ser 3-58 concerning FJ-4
BUNO 139470 accident occurring 14 May 1958, Pilot PECK

From: Chief, Bureau of Aeronautics
To: Chief of Naval Operations (Op-57)
Via: Commander, U. S. Naval Aviation Safety Center

(b) (5)

[redacted]

O. L. MAUPIN
By direction

Copy to:
NAVAVSAFCEN (2)
CMC (Code AAP)
CINCPACFLT
CG, AIRFMFPAC
CG, THIRD MAW
CO, MAG 15
CO, VMF-451
COMNAVAIRPAC
COMNOTS

1

FF4-1/A25
Serial:
80/ 7435
24 JUN 1958

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PART VII OPNAVINST 3750.6B

FIFTH ENDORSEMENT on VMF-451 AAR ser 3-58 concerning FJ-4 BUNO 139470 accident occurring 14 May 1958, pilot PECK

From: Commander Naval Air Force, Pacific Fleet
To: Chief of Naval Operations (OP-57)
Via: (1) Chief, Bureau of Aeronautics (MA-61)
(2) Commander, U. S. Naval Aviation Safety Center

Subj: VMF-451 AAR ser 3-58

(b) (5)

Beecher Snipes
BEECHER SNIPES
By direction

Copy to:
NAVAVSAFCEN (2)(Airmail)
CMC (CODE AAP)
CINCPACFLT
CG, AIRFMFPAC
CG, 3rdMAW
CO, MAG-15
CO, VMF-451

2

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PART VII
OPNAVINSTR 3750.6B

ORIGINAL

FF13-5
11:dll
A25-1
13 JUN 1958

FOURTH ENDORSEMENT on VMF-451 AAR ser 3-58 concerning FJ-4, BuNo. 139470, accident occurring 14 May 1958, pilot PECK

From: Commanding General, Aircraft, Fleet Marine Force, Pacific
To: Chief of Naval Operations (Op-57)
Via: (1) Commander, Naval Air Force, Pacific Fleet
(2) Chief, Bureau of Aeronautics (Aer-512)
(3) Commander, U. S. Naval Aviation Safety Center

Subj: Major Aircraft Accident Report, case of First Lieutenant Matthew B. PECK Jr., (b) (6) /7332 USMC

1. (b) (5)

CLAYTON C. JEROME

Copy to:
CMC (AAP)
BuAer (Aer-512)
NavAvnSafCen (2)
CinCPacFlt
ComNavAirPac
BAR, NAA, Inc, Columbus 16, Ohio
BAR, WAD, Wood-Ridge, N. J.
CG, 3rd MAW
CO, MAG-15
CO, VMF-451

3

ORIGINAL

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PART VII OF OPN V INST 3750.6B

61:CEM:lda
10 JUN 1958

THIRD ENDORSEMENT on VMF-451 AAR ser 3-58 concerning FJ-4, BuNo. 139470 accident occurring 14 May 1958, pilot PECK

From: Commanding General, 3d Marine Aircraft Wing
To: Chief of Naval Operations (Op-57)
Via: (1) Commanding General, Aircraft, Fleet Marine Force, Pacific
(2) Commander, Naval Air Force, Pacific Fleet
(3) Chief, Bureau of Aeronautics (Aer-512)
(4) Commander, U. S. Naval Aviation Safety Center

Subj: VMF-451 AAR ser 3-58, forwarding of

(b) (5)

[redacted]

J. G. Ennis
I. G. ENNIS

Copy to:
CMC (AAP)
BuAer (Aer-512)
ComNavAvnSafCen (2 Airmail)
CinCPacFlt
ComNavAirPac
BAR, NAA, Inc, Columbus 16, Ohio
BAR, WAD, Wood-Ridge, N. J.
Naval Liaison O, Norton AFB
CO, MAG-15
CO, VMF-451

4

ORIGINAL

AvnSafO:WGC:glm
A25
MAY 2 9 1958

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PART VII OF OPNAV INST 3750.6B

SECOND ENDORSEMENT on VMF-451 AAR ser 3-58 concerning FJ-4, BuNo. 139470 accident occurring 14 May 1958, pilot PECK

From: Commanding Officer, Marine Aircraft Group-15
To: Chief of Naval Operations (OP-57)
Via: (1) Commanding General, 3d Marine Aircraft Wing
(2) Commanding General, Aircraft, Fleet Marine Force, Pacific
(3) Commander, Naval Air Force, Pacific Fleet
(4) Chief, Bureau of Aeronautics (Aer-512)
(5) Commander, U. S. Naval Aviation Safety Center

Subj: VMF-451 AAR ser 3-58, forwarding of

(b) (5,

[redacted]

T. V. MURTO JR.

Copy to:
CMC (AAS)
BuAer (Aer-512)
USNavAvnSafCen (2 Air Mail)
CinCPacFlt
ComNavAirPac
BAR, NAA, Inc, Columbus 16, Ohio
BAR, WAD, Wood-Ridge, N. J.
Naval Liaison O, Norton AFB
CO, VMF-451

5

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PART VII OPNAVINST 3750.6B

S-3:JSP:cec
26 May 1958

FIRST ENDORSEMENT on VMF-451 AAR 3-58, concerning FJ-4 BuNo. 139470, accident occurring 14 May 1958, Pilot PECK

From: Commanding Officer, Marine Fighter Squadron 451
To: Chief of Naval Operations (Op-57)
Via: (1) Commanding Officer, Marine Aircraft Group 15
(2) Commanding General, 3d Marine Aircraft Wing
(3) Commanding General, Aircraft, Fleet Marine Force, Pacific
(4) Commander, Naval Air Force, Pacific Fleet
(5) Chief, Bureau of Aeronautics (Aer 512)
(6) Director, U. S. Naval Aviation Safety Center

Subj: Major Aircraft Accident Report, case of First Lieutenant Matthew B. PECK Jr., (b) (6) /7332 USMC

1. Forwarded.

(b) (5)

W. R. NORADNICK
Acting

Copy to:

BuAer (Aer 512)
CMC (Code AAP)
CinCPacFlt
ComNavAirPac
USNavAvnSafCen (2cc Air Mail)
Naval Liaison Officer, Norton AFB
BAR, North American Aviation Inc.,
Columbus 16, Ohio
NOTS China Lake

6

U. S. NAVAL ORDNANCE TEST STATION
CHINA LAKE, CALIFORNIA

IN REPLY REFER TO:
5563/CHA:bja
Serial 3268
31 JULY 1958

From: Commander, U. S. Naval Ordnance Test Station
To: Commanding Officer, Marine Fighter Squadron 451
Marine Corps Air Station
El Toro, California

Subj: SIDEWINDER Target Rocket; failure to launch from FJ4 airplane
14 May 1958

Encl: (1) NOTS Memo Reg. 4062-15 dtd 23 Jun 58

(b) (5)

[redacted]

H. T. LOTZE
By direction

Copy to:
BUORD (ReW1)
(ReW4)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPH 69, OPNAVINST 3750.6C

7

ENCLOSURE (1)

U. S. NAVAL ORDNANCE TEST STATION
China Lake, California

406/DJJ:idm
Reg. 4062-15
23 June 1958

MEMORANDUM

From: Aerocompatibility Branch (Code 4062)
To: Distribution

Subj: SIDEWINDER Target Rocket or Aero 3A Launcher; Testing of possible malfunction of

Encl: (1) Table of Firing Conditions and Results

1. A ground firing test was conducted in an attempt to cause a SIDEWINDER Target Rocket, when fired, to remain on a normally operating Aero 3A SIDEWINDER launcher. No attempt was made to simulate the inertia and aerodynamic forces imposed by a maneuvering aircraft, but changes were made to the missile hangers and to the position of the rocket when loaded to simulate (1) a hanger failure and (2) an improperly loaded rocket. Enclosure (1) is a table of the test conditions of each round fired and the results obtained.

2. The test conditions were established to simulate circumstances that had been postulated as possible cause of the recent target-rocket-firing accident which occurred to the Marine FJ-4 over Mojave B. The first test condition, Rounds Nos. 1, 2, and 3, was employed to demonstrate that inversion of the launcher, per se, was not part of the problem.

3. The second test condition, Rounds Nos. 4 and 5, was employed to check a very real loading possibility in which the round is not positioned fully forward and as a result the rear detent rests on top of the missile firing buttop. In this circumstance, a SIDEWINDER missile could not be fired as the motor firing circuit is broken at the button, but the target rocket can be fired from this position by virtue of its pigtail firing provisions. The reason for concern in this loading circumstance is that the detent block, raised at the rear, operates the snubber release arm assembly, Post No. 55A89037, which mechanically extends the forward snubbers out into the rail track. Thus it is conceivable that physical interference could exist between the missile forward hanger and the snubbers.

4. The next two test conditions, Rounds 6 through 9, simulated inflight launching conditions where prior flight maneuvers had perhaps failed, respectively, either the aft or the forward missile hanger. The last loading condition, Round No. 10, maximized the binding of the hanger, consistent with actually being able to load the round in the launcher, by rotating the hanger to the maximum allowed by the rail around a longitudinal axis.

8

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PARAGRAPH 69, OPNAVINST 3750.6C

ENCLOSURE (1)

5. No rounds failed to launch in the conditions tried. A locked detent or definite wedging of a broken hanger piece or definitely locked front snubbers would cause a launching failure, especially a cold round, but these conditions were not tested since past tests with the SIDEWINDER motor locked in the launcher using a locked detent or stops in front of the hangers had previously been conducted and the rounds, of course, had failed to launch. A loose center band condition should not offer any difficulty since it would be pushed through by the aft hanger.

6. From the results obtained, it is concluded that no launching failure should occur from a normally operating launcher when

a. the launcher is inverted

b. the detent is resting on the center portion of the front hanger

c. one of the three hanger's is failed or omitted

d. the hangers are malaligned in any manner still permitting the loading of the rocket.

Further tests involving one or more loose or simulated failed hangers, in conjunction with simulated vertical and aerodynamic side loads on the missile, are to be conducted.

(b) (6) [redacted]

Distribution:

14	55
1421	555
1426	5552
18	556
184	5561
3004	5562
3008	5563
301	
3011	
308	
35	
354	
3541	
355	
356	
40	
405	
406	
4062	
453	

GROUND LAUNCHED SIDEWINDER TARGET ROCKETS FROM AERO 3A LAUNCHER

Round	Mtr. Temp °F	Orientation of Launcher	Hanger Condition	Detent Condition	Snubber Condition	Flight Condition
1	70	Inverted	3 hangers normal	Normal	Normal	Normal
2	70	Inverted	3 hangers normal	Normal	Normal	low and right
3	70	Inverted	Front hanger loose	Normal	Normal	Normal
4	70	Upright	3 hangers normal	Aft detent on center of front hanger	Normal	Normal
5	70	Upright	3 hangers normal	Aft detent on center of front hanger	Normal	Normal
6	70	Upright	No aft hanger	Normal	Normal	Normal
7	70	Upright	No aft hanger	Normal	Normal	Normal
8	-30	Upright	No front hanger	Normal	Normal	Low
9	-30	Upright	No front hanger	Normal	Normal	Low
10	70	Upright	Hangers rotated for maximum binding	Normal	Normal	Normal

Enclosure (1)

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (REV. 11-55)
PAGE 1/

See Instructions for completion prior to filling out

OPNAV REPORT 3750-1

PART I – GENERAL

SECTION A – IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD CONVENED BY: Marine Fighter Squadron 451
2. DATE OF ACCIDENT: 14 May 1958 TIME: 0850T
3. AAR SERIAL NO.: 3-58
4. TO: CHIEF OF NAVAL OPERATIONS (Op-57)
5. ENCLOSURES: (1) Pilots Statement
(2) Witness Statement (b) (6)
(3) Witness Statement (b) (6)
(4) Witness Statement (b) (6)
(5) Witness Statement (b) (6)
(6) Medical Officers Rept. w/orig. only
(7) Photographs (6)
(8)
(9)
6. VIA: (1) CO, Marine Aircraft Group 15
(2) CG, 3d Marine Aircraft Wing
(3) CG, Aircraft, Fleet Marine Force, Pac
(4) Commander, Naval Air, Pacific Fleet
(5) Chief, Bureau of Aeronautics (Aer 512)
(6)
(LAST) DIRECTOR, U. S. NAV. AV. SAFETY CENTER
7. REPORTING CUSTODIAN (if different than item number 1): Same
8. ACTIVITY OPERATING AIRCRAFT (if different than item 7): Same
9. KIND OF FLT.: 1AO
10. TIME OF DAY: ☐ DAWN ☒ DAY ☐ DUSK ☐ NIGHT
11. LOCATION OF ACCIDENT: Restricted Area 277
12. ELEV. ABOVE SEA LEVEL: 2600
13. PLACE OF LAST TAKE-OFF: MCAAS Mojave
14. CLEARED FROM MCAAS Mojave TO MCAAS Mojave
15. TYPE CLEARANCE: ☐ IFR ☒ VFR ☐ LOCAL ☐ OPERATIONAL ☐ AIRWAYS ☐ DIRECT ☐ OTHER, Specify

SECTION A – AIRCRAFT

16. TIME IN FLT.: 0/20
17. TYPE ACCIDENT: (C1) Ejection
18. PHASE OF FLIGHT: (5) Flight

19. MODEL	20. SERIAL NO.	21. DAMAGE TO AIRCRAFT	22. DOL. COST	23. AIRSPEED(kts)	24. A/C WT.
FJ-4	139470	☒ A. ☐ B. ☐ C. ☐ D.	497,000	240	17,500

25. LIST MODEL, SER. NRS, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (complete separate OPNAV Form 3750-1 for each A/C)

SECTION B – PERSONNEL INFORMATION – PILOT AND CO-PILOT

1. PERSONNEL	2. NAME (last, first and middle initial)	3. RANK, RATE	4. FILE SERV. NO.	5. DESIG-NATOR	6. DATE DESIG-NATED	7. DATE OF BIRTH	AGE
PILOT/PERSON AT CONTROLS AT TIME OF ACCIDENT	PECK, Matthew B., Jr.	1stLt.	(b) (6)	USMC 7332	10 Nov 53	(b) (6)	(b) (6)
CO-PILOT							

8. PER-SONNEL	9. OPERATIONAL FLT. TRAINER AVAILABLE?	USED?	10. UNIT TO WHICH ATTACHED	11. TYPE INSTRU-MENT CARD
PILOT	☐ YES ☒ NO	☐ YES ☐ NO	VMF-451, MAG-15, 3dMAW	☒ STANDARD ☐ SPECIAL
CO-PILOT	☐ YES ☐ NO	☐ YES ☐ NO	FJ-4 Operational Trainer ALPHA: 10.0 BRAVO: 10.0 CHARLIE: 1.0	

12. PILOT, CO-PILOT, STUDENT EXP.

TOTAL PILOT HOURS

ITEM	PILOT	CO-PILOT	STU-DENT	ITEM	PILOT	CO-PILOT	STU-DENT
ALL MODELS	1110.0			CV LANDINGS DAY/NIGHT	13/0		
ALL MODELS IN LAST 12 MOS.	202.2			FCLP LANDINGS DAY/NIGHT	193/0		
ALL MODELS IN LAST 3 MOS.	54.6			INSTRUMENT HOURS, LAST 3 MONTHS	1.3		
ALL SERIES THIS MODEL	136.5			NIGHT HOURS, LAST 3 MOS.	1.6		
ALL SERIES THIS MODEL, LAST 12 MONTHS	136.5			(jet accidents only) TOTAL JET PILOT HOURS	638.7		
ALL SERIES THIS MODEL, LAST 3 MONTHS	54.6			DATE LAST FLIGHT, ALL SERIES THIS MODEL	13 May 1958		
				DURATION LAST FLIGHT, ALL SERIES THIS MODEL	1.8		

18. ALL PERSONNEL

NAME (last, first and middle initial)	RANK, RATE	FILE SERVICE NO.	ORG. TO WHICH ATTACHED	INJURY CODE	BILLET	POSITION
1. PECK, Matthew B., Jr.	1stLt.	(b) (6)	VMF-451, MAG-15	(b) (6)	pilot	cock-pit
2.						
3.						
4.						
5.						

(if additional space is necessary, attach additional sheet(s))

OPNAV FORM 3750-1 (REV. 11-55)

PAGE 2

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

SECTION C - WEATHER

1. CEILING	2. VISIBILITY	3. WIND DIRECTION AND VELOCITY	4. TEMPERATURE - OUTSIDE AIR	4. TEMPERATURE - RUNWAY	5. DEW POINT	6. ALTIMETER SETTINGS
NA	NA	NA	NA		NA	NA

7. OTHER WEATHER CONDITIONS *(winds aloft, icing levels, state of sea, etc., if pertinent to accident)*

NA

SECTION D - PRIMARY FACTOR (CAUSE FACTOR) & SECONDARY FACTOR

ITEM	P	S	ITEM	P	S	ITEM	P	S

(b) (5)

[redacted]

SECTION E - DEPLOYMENT

FOR ACCIDENTS ABOARD DEPLOYED CARRIERS *(Complete following Section on Pilot)*

1. DATE DEPLOYED	2. DAY-HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY-HOURS/LANDINGS LOGGED LAST 30 DAYS
NA		
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	**5. NIGHT-HOURS/LANDINGS LOGGED SINCE DEPLOYED**	**6. NIGHT-HOURS/LANDINGS LOGGED LAST 30 DAYS**

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA

SECTION A - AIRCRAFT AND ENGINE DATA

1. AIRCRAFT HISTORY

DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS. SINCE LAST OVERHAUL	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HRS. SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
NA								

2. ENGINE HISTORY

	ENGINE MODEL	SERIAL NO. OF ENGINE						
NO. 1								
NO. 2								
NO. 3								
NO. 4								

3. GENERAL

a. DID FIRE OCCUR: ☐ BEFORE ACCIDENT ☒ AFTER ACCIDENT ☐ DID NOT OCCUR

b. DID EXPLOSION OCCUR IN FLIGHT? ☐ YES ☒ NO

c. CHECK IF APPLICABLE ☐ AMP FUR SERIAL

d. HAS DIR BEEN REQUESTED? ☒ YES ☐ NO

e. FAILED COMPONENTS INVOLVED

4. FACTORS AND CONDITIONS

CHECK BELOW ITEMS PRESENT IN THIS ACCIDENT

a. ☐ AIRCRAFT DESIGN

b. ☐ AIRCRAFT EQUIPMENT

c. ☐ MAINTENANCE

d. ☒ UNDETERMINED

e. ☐ TECHNICAL INSTRUCTION

f. ☐ OTHER, Specify.....)

g. ☐ SURFACE FACILITIES

h. ☐ HUMAN ENGINEERING (e.g. cockpit configurations)

5. MISCELLANEOUS EQUIPMENT DATA

A. ALTITUDE AT MALFUNCTION	B. AIR SPEED (kts)	C. OPERATING TEMPERATURE	D. WEIGHT OF AIRCRAFT	E. C.G.(% MAC)	F. KIND OF FUEL	G. FUEL PRESSURE
NA	NA	NA	NA	NA	NA	NA

H. EVIDENCE OF FUEL CONTAMINATION

NA

I. CAUSE OF ENGINE FAILURE OR FLAMEOUT

NA

J. FUEL CONTROL REGULATOR/CARBURETOR *(List Stock and Ser. nos., give time since new or overhauled)*

NA

K. EXTERNAL STORES ABOARD A/C

NA

(If additional space is necessary, attach additional sheet(s))

20

PART II – MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont'd)

SECTION B – FACILITIES DATA

1. IDENTIFY BASIC FACILITIES INVOLVED. DESCRIBE EFFECT ON ACCIDENT IN THE ANALYSIS SECTION.

- a. ☐ CLEARANCE AUTHORITY
- b. ☐ FLIGHT PLANNING INFORMATION SOURCE
- c. ☐ LANDING AIDS (GCA, CCA, ILS, etc.)
- d. ☐ TRAFFIC CONTROL TOWER (Field or Ship)
- e. ☐ APPROACH AND ENROUTE AIDS TO NAVIGATION
- f. ☐ RUNWAY WATCH
- g. ☐ LANDING SIGNAL OFFICER
- h. ☐ RUNWAY
- i. ☐ WATER LANDING AREA
- j. ☐ APPROACH ZONE
- k. ☐ END ZONE
- l. ☐ SHOULDERS
- m. ☐ TAXIWAY
- n. ☐ PARKING AREA
- o. ☐ EMERGENCY ARRESTING GEAR (Runway)
- p. ☐ AIRCRAFT SERVICING, HANDLING & DIRECTING (Field or Ship)
- q. ☒ CRASH AND RESCUE
- r. ☐ SEARCH AND RESCUE
- s. ☐ CATAPULT
- t. ☐ ARRESTING GEAR (Carrier)
- u. ☐ BARRIER OR BARRICADE (Field or Ship)
- v. ☐ FLIGHT DECK
- w. ☐ OTHER, Specify

2. SHIPS DATA

A. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR	B. PRESSURE SETTINGS	C. WIND OVER DECK	D. RELATIVE HEADWIND	E. APPROACH SPEED (SPN-12 READING)

F. MARK NUMBER	G. MODEL NO.	H. LOCATION ON SHIP	I. LAUNCHING BRIDLE AND CONFIGURATION USED

J. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

K. THIS PORTION SHALL BE COMPLETED WHENEVER (1) A MAJOR AIRCRAFT ACCIDENT INVOLVES ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT, OR (2) AN AIRCRAFT ACCIDENT INVOLVES MALFUNCTIONING OF ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELDINGS AND OTHER EXPENDABLE COMPONENTS NEED NOT BE REPORTED.

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS: CONSTANT PRESSURE: DOME (P.S.I.)	RATIO	CONSTANT RUNOUT (WT. LBS.)	ACCUMULATOR PRESSURE (PSI)	COMMENTS (for cable failure specify number of landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER							
BARRIER							
BARRICADE							

PART III – REMARKS (continue on separate pages if necessary)

PART	SECTION	ITEM	
			Copies to: BuAer (Aer 512) CMC (Code AAP) CinCPacFlt ComNavAirPac USNavAvnSafCen (2cc Air Mail) Naval Liaison Officer, Norton AFB BAR, North American Aviation Inc., Columbus 16, Ohio NOTS China Lake

21

PART IV – SIGNATURES (INDICATE DATE SUBMITTED TO C. O.) MAY 2 7 1958

(b) (6) [redacted]

(b) (6) [redacted] Capt., USMC, Eng. Officer

PART V - THE ACCIDENT

1. At approximately 0830, on 14 May 1958, First Lieutenant Matthew B. PECK Jr., 060288/7332 took off from MCAAS Mojave on a scheduled air-to-air missile firing hop. Lt. PECK was the designated leader of a flight consisting of three other squadron pilots and an inspector pilot. The flight took off and rendezvoused without incident and then proceeded to the Mojave "BRAVO" Range (restricted area 277) as briefed. (see enclosure 7A). At approximately 0845 Lt. PECK contacted China Lake tower and received clearance for his flight to enter the range. Shortly after entering the range, Lt. PECK instructed the flight to drop back as he previously had briefed. He then nosed up approximately thirty (30) degrees above the horizon, rolled inverted, and commenced an easy pull through intending to fire his target and sidewinder missile from this attitude. About ten (10) degrees above the horizon and at an altitude of approximately 33000 feet he fired his target rocket. The rocket ignited but remained on the rails and caused the aircraft to enter a violent yaw which was followed by an uncontrollable spinning maneuver. Unable to effect recovery, Lt. PECK successfully ejected at approximately 26000 feet. The aircraft crashed at 117° 9' west and 35° 45' north with an angle of impact of approximately seventy (70) degrees. (see enclosures (7A) and (7B)).

PART VI - DAMAGE TO AIRCRAFT

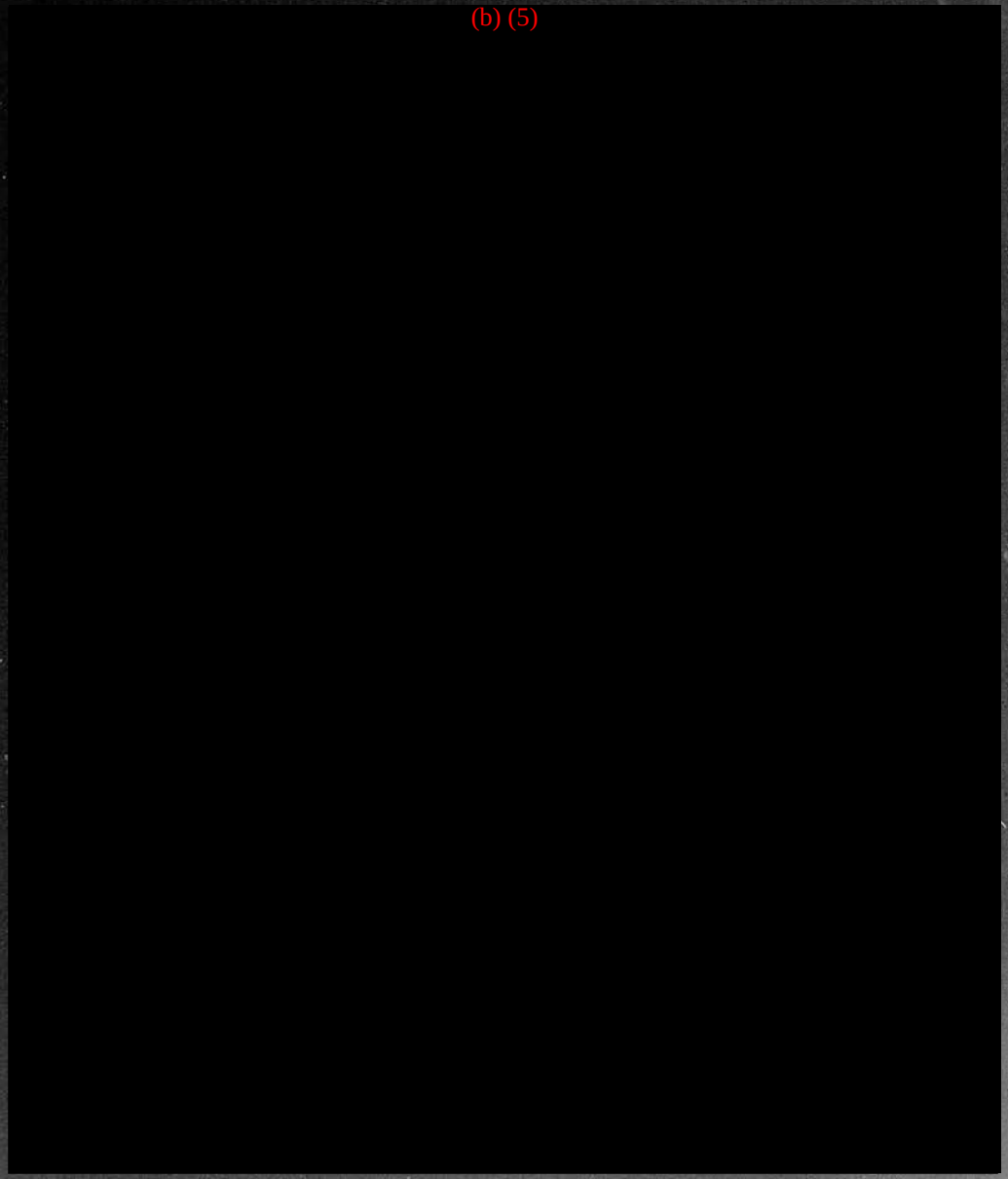
1. The aircraft contacted the ground with an angle of impact of approximately seventy (70) degrees and was completely demolished by the explosion and fire that followed. (see enclosures (7B) and (7C)). The beam adapter outboard (P/N 209-63012-1), Pylon Aero 3A(P/N LH-1440-511-9255M558), Launcher Aero 3A (P/N 209-89 855), and the target Rocket, MK-10 motor, inert head were the only parts recovered. (see enclosures (7C), (7D) and (7E)).

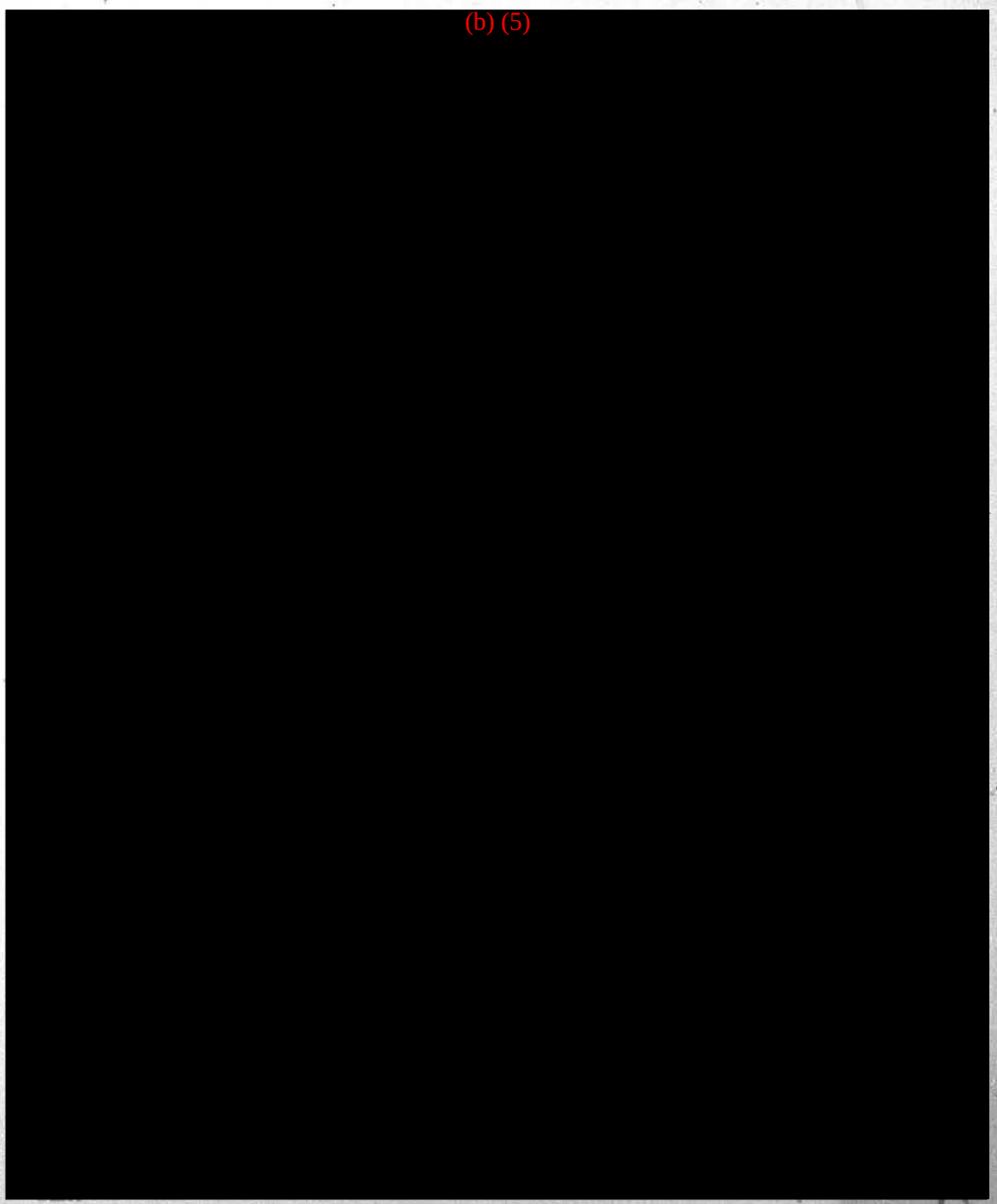
PART VII - THE INVESTIGATION

(b) (5)

[redacted]

(b) (5)

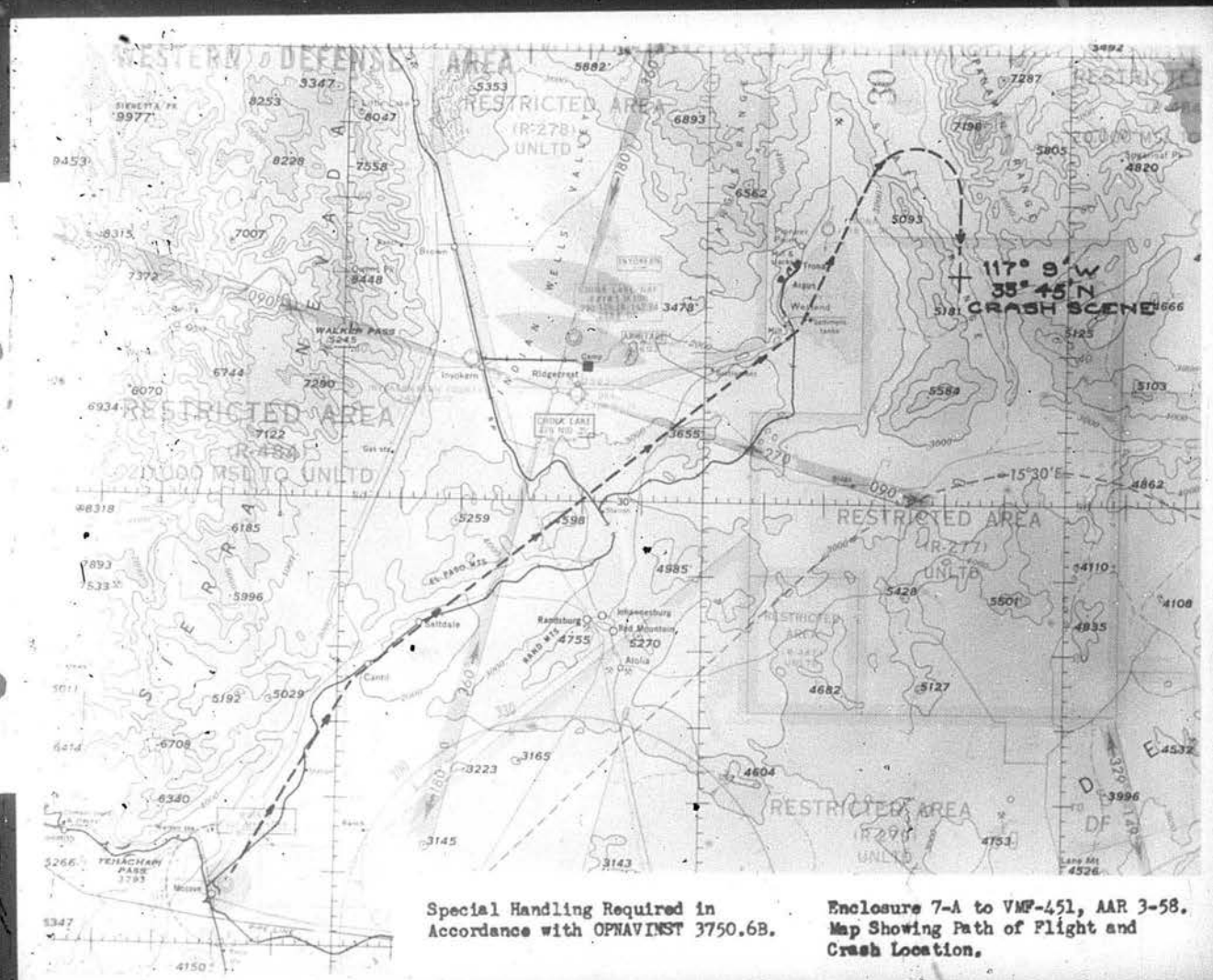



(b) (5)

The Following enclosures were withheld entirely under exemptions (b)(5) and/or (b)6) of the FOIA:

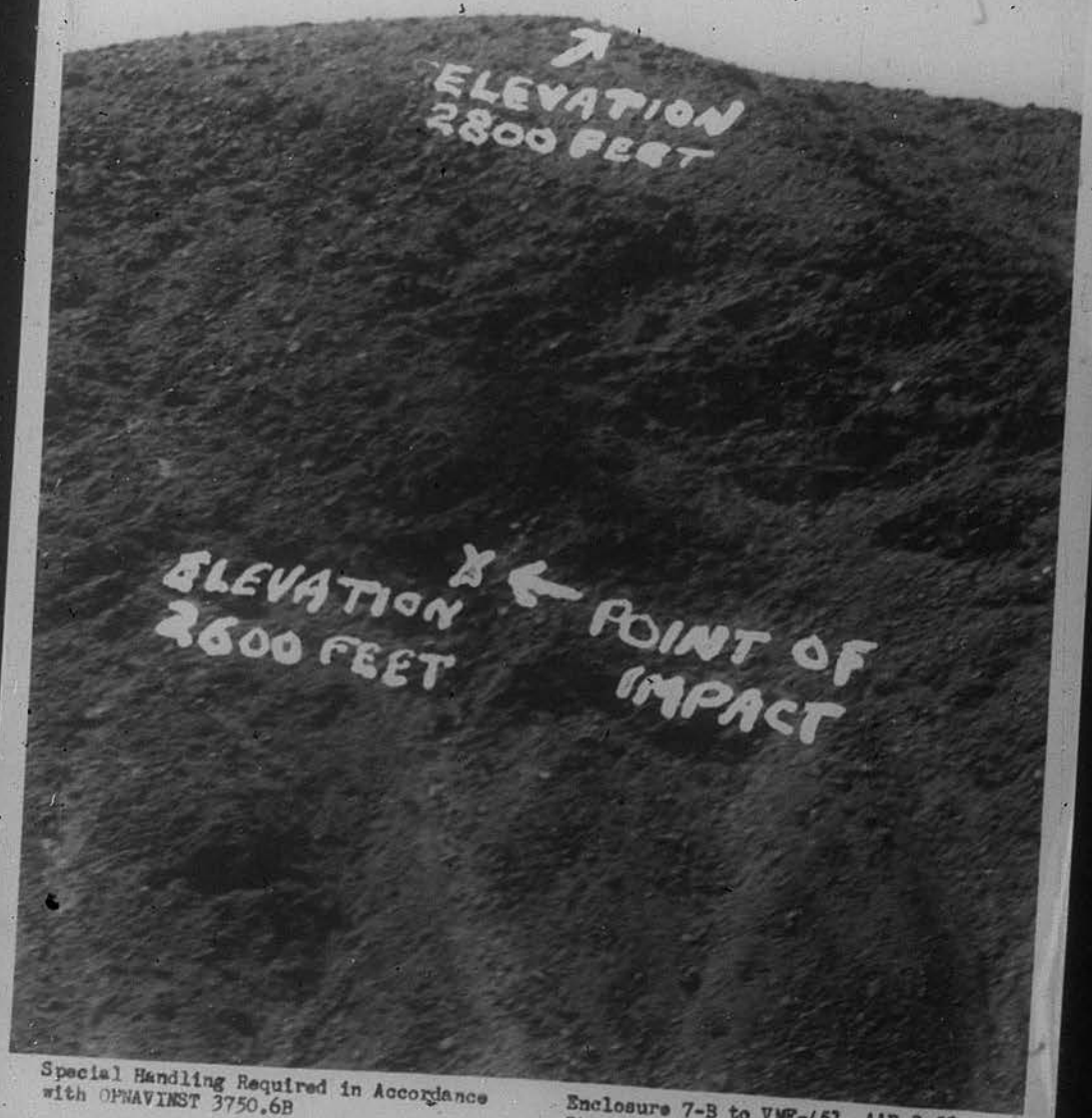
1 – 5 – Pilot and witness statements.

6 – Medical Officer's Report



Special Handling Required in Accordance with OPNAVINST 3750.6B.

Enclosure 7-A to VMF-451, AAR 3-58. Map Showing Path of Flight and Crash Location.



Special Handling Required in Accordance with OPNAVINST 3750.6B

Enclosure 7-B to VMF-451, AAR 3-58
Showing Terrain in the Vicinity of
the Impact Area.

Special Handling Required in Accordance with OPNAVINST 3750.6B

Enclosure 7-C to VMF-451, AAr 3-58 Showing Impact Area and Target Rocket as found.

Special Handling Required in Accordance
with OPNAVINST 3750.6B

Enclosure 7-D to VMF-451, AAR 3-58.
Showing Target Rocket in its
Original Position Following Impact.

Special Handling Required in Accordance with OPNAVINST 3750.6B

Enclosure 7-E to VMF-451, AAR 3-58. Showing Target Rocket, Pylon, and Launcher After it was Extricated from Rubble at Impact Area.

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Special Handling Required in Accordance with OPNAVINST 3750.6B

Enclosure 7-F to VMF-451, AAR 3-58.
Showing Damaged Helmet and Visor.